

# Worksession

<b>Agenda Item #</b>	1
<b>Meeting Date</b>	May 12, 2005
<b>Prepared By</b>	Alfred D. Lott
<b>Approved By</b>	Barbara B. Matthews

<b>Discussion Item</b>	Maple Avenue Speed Humps
<b>Background</b>	<p>To complete the renovation project on Maple Avenue, from Philadelphia Avenue to the District Line, the City must install five speed humps from Tulip Avenue to Philadelphia Avenue. On Monday, May 9, 2005, the City began installing the speed humps on Maple Avenue, between Tulip Avenue and Philadelphia Avenue. Residents were on hand expressing their opinions to the crews before 8:00 a.m..</p> <p>The City Engineer subsequently inspected three humps and determined that they were not to specifications. The contractor was required to remove these structures at his own expense.</p> <p>Later in the day on May 9, 2005, the Mayor informed the Deputy Public Works Director that a resident had what was believed to be an accurate depiction of the speed humps that are being replaced and requested that staff obtain a copy of the same. Public Works reviewed this information and modified the template to accommodate this design. This modified design raised the height of the hump to 4.5 inches.</p> <p>On Tuesday, May 10, 2005, the City's contractor began the process of installing the new speed humps. Once again, numerous residents came to the scene and expressed their displeasure with the new humps. The contractor had completed 50 percent construction of two humps.</p> <p>Councilmember Austin-Lane arrived on the scene and initiated efforts to resolve the conflict. The residents expressed satisfaction with the speed humps on Cedar Avenue. Therefore, Councilmember Austin-Lane, two residents, the City Engineer, the Public Works Director, and the contractor surveyed Cedar until the residents found a satisfactory hump. The hump that the residents liked had the same profile of the ones the City was in the process of installing but its crown is 5.5 inches. The residents also indicated that they would accept a 4 to 4.5-inch crown, if the approach/rise was significantly reduced (not more than one inch).</p> <p>While no casts of the speed humps were taken prior to the resurfacing, staff does not believe that the requested profile is consistent with any of the speed humps that existed on Maple Avenue prior to the resurfacing. Additionally, staff is concerned that the requested profile would produce a very abrupt impact for vehicles traveling on the street. It would be in stark contrast to the 3 to 4 inch parameter in the City Code and the new standard 3.5 inch hump.</p> <p>For these reasons, the City Manager and Public Works Director recommended that this matter return to the City Council for further consideration.</p>
<b>Policy</b>	Takoma Park Code, Vehicle and Traffic
<b>Fiscal Impact</b>	If the City requires the contractor to remove the speed humps that have already been installed, the cost to the City will exceed \$3,000 as the contractor was constructing the humps in compliance with the direction of the City.
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. An excerpt from City Code, Vehicle and Traffic, 13-2, page 337.</li> <li>2. Speed hump design from VMP's contract. The four-inch version was to be used by the engineer for these humps.</li> <li>3. Public Works will bring the latest template to illustrate the desired modification.</li> </ol>

<b>Recommendation</b>	After considering the facts of this situation, staff requests that the City Council provide definitive direction to the Public Works Department as to the dimensions of the five speed humps in question.
<b>Special Consideration</b>	

## **Section 13.04.020 Definitions.**

As used in this title:

"Commercial vehicle" means any vehicle designed for and regularly used for carrying freight or merchandise.

"Cross walk" means continuations of sidewalk space across all intersections, streets, highways or public ways.

"Device" means any marking, sign or other traffic direction erected for the purpose of directing, warning or regulating traffic.

"Driver" or "operator" means any person who is in actual control of a vehicle.

"Flat-top speed hump" or "speed table" means a raised section of asphalt or other construction material constructed on a roadway, with an approximately 10' flat section measured parallel to the curblines and with a height of approximately 3". Such "flat-top speed humps" shall be installed for the purpose of improving pedestrian and traffic safety.

"Flat-top speed hump" or "speed table installation" means flat-top speed humps placed on a roadway for the purpose of controlling traffic speed and/or volume on the roadway. Except under special circumstances, as determined by the Director of Public Works, no flat-top speed hump shall be placed within 200' of a stop sign. Each flat-top speed hump shall be painted with distinctive markings, which shall include reflective tape or paint. Traffic signs indicating the presence of the flat top speed hump shall be placed on the right-hand side of the street at the approach to each flat-top speed hump.

"Intersection" means the area embraced within the prolongation or connection of the lateral curblines or, if none, then of the lateral boundary lines of 2 or more highways which join one another at an angle, whether or not one highway crosses the other.

"Motor vehicle" means every vehicle designed, constructed or intended to be propelled or drawn by any power other than muscular power, including but not limited to automobiles, motorcycles, motor-bicycles, tractors and trailers.

"One-way street" means a public highway upon which vehicular traffic is permitted to move in one direction only.

"Parking or standing" means leaving any vehicle standing on a public highway, whether or not attended.

"Pedestrian" means any person afoot.

"Private roadway or driveway" means every road or way not open to the use of the public for purposes of vehicular travel.

"Public highway or highways" means any street, road, way or thoroughfare used by the public for vehicular travel.

"Raised walkway" means an area of raised pavement located at an uncontrolled pedestrian cross walk. The raised walkway shall be approximately 3" high, approximately 22' long, with a 10' flat area and shall be striped as a cross walk.

"Raised walkway installation" means more raised walkways located at intersections for the purpose of controlling traffic speed and/or volume on the roadway. Each raised walkway shall be painted with distinctive markings indicating a pedestrian crossing, which shall include reflective tape, paint or other markings. Traffic signs indicating the presence of the raised walkway shall be placed on the right-hand side of the street at the approach to each raised walkway.

"Roadway" means that portion of a street or highway between the regularly established curblines or that part improved and intended for vehicular travel.

"School bus" means only buses painted orange and black, with orange predominating, and equipped with "School Bus" signs and with stop sign up and visible.

"Sidewalk" means that portion of a public highway between the building line and the curbline designed for pedestrian traffic.

"Speed hump" means a raised section of asphalt or other construction material constructed on a roadway, with a dip and crown shape as viewed in cross section, on a base approximately 12' long,

measured parallel to the curblines of the roadway, and with a height of not less than 3" nor more than 4". Such "speed humps" shall be installed for the purpose of improving pedestrian and traffic safety.

"Speed hump installation" means one or more speed humps spaced approximately every 300' to 500' along a public highway for the purpose of controlling traffic speed and/or volume on that public highway. Except under special circumstances, as determined by the Director of Public Works, no speed hump shall be placed within 200' of a stop sign. Each speed hump in the installation shall be painted with distinctive markings, which shall include reflective tape or paint. Traffic signs marked "Speed Humps" shall be placed on the right-hand side of the street at the approach to each speed hump.

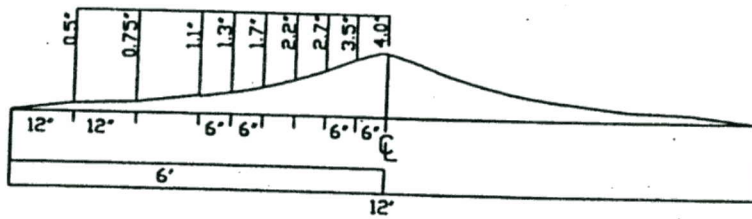
"Traffic" means and includes not only motor vehicles, but also vehicles of every description and pedestrians and animals.

"Traffic calming devices" includes signs, pavement markings, speed humps, raised walkways, flat-top speed humps or speed tables, and other physical devices placed or installed on a highway which limit access, restrict traffic flow, or channel or slow vehicle movement for the purpose of reducing traffic hazards and improving pedestrian safety.

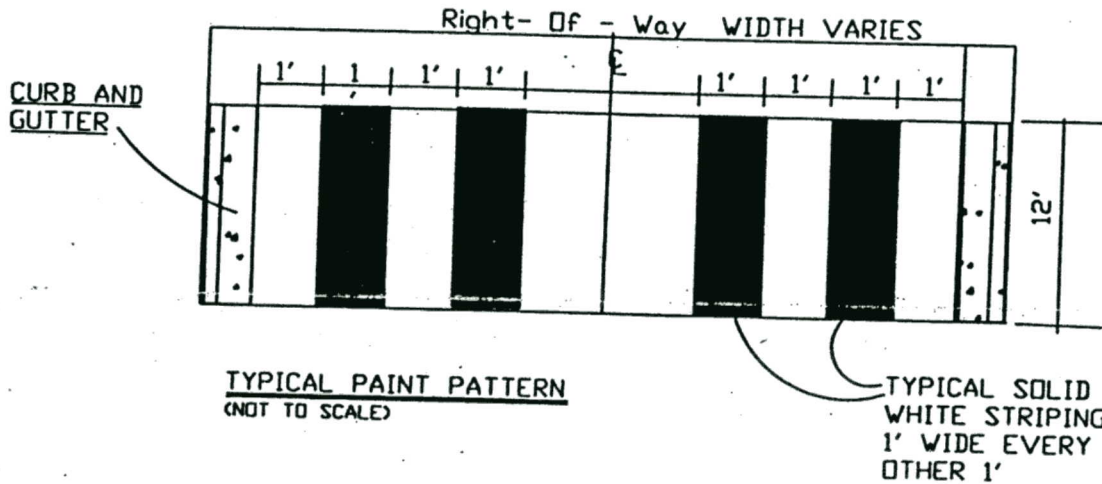
"Traffic sign" means every device or sign erected or placed upon or along a highway for the purpose of directing, warning or regulating traffic, including but not limited to stop signs, slow signs, traffic lights and all parking signs regulating the time of or forbidding parking.

"Vehicle" means any conveyance or appliance moved over a highway. (Ord. 2002-36 § 1 (part), 2002/prior code § 13-2)

# SPEED HUMP



TYPICAL CROSS SECTION  
(NOT TO SCALE)



TYPICAL PAINT PATTERN  
(NOT TO SCALE)

TYPICAL SOLID  
WHITE STRIPING  
1' WIDE EVERY  
OTHER 1'

TAKOMA PARK  
SPEED HUMP